



Speech By  
**Charis Mullen**


**MEMBER FOR JORDAN**

---

Record of Proceedings, 15 May 2018

## **MATTER OF PUBLIC INTEREST**

### **Federal Budget, Growth Areas**

 **Mrs MULLEN** (Jordan—ALP) (2.50 pm): Like many within my community, I eagerly tuned in last Tuesday evening for Scott Morrison's budget speech. I had the popcorn, I had the enthusiasm. Like many within my community, I was left wanting more. My electorate represents a key growth corridor. In the next 25 years, South-East Queensland is expected to grow by close to two million people, and my electorate will take its fair share of these new residents. It would seem that this widely known and understood fact is not actually understood by the LNP federal government at all.

At the outset, I was quite excited, given Mr Morrison's claims that they had 'invested at record levels to build the roads, railways, airports and energy infrastructure Australia needs for the future'. I thought, 'Here we go. There'll be something in this budget for growth south-west of Brisbane.' I even had my fingers crossed for improvements to some of our major highways in this area and maybe even a little bit of rail thrown in for good measure, but as the night wore on and as the budget 2018 documents were released and scrutinised, it would seem that there would be very little for my communities.

I start with the obvious elephant in the room. Why will the federal government not help fund Cross River Rail? I am so tired of those opposite who disparage Cross River Rail as some inner-city, lefty vehicle that only Labor members and the member for Maiwar will use. Sadly, some of this rhetoric has stuck. For my electorate of Jordan, Cross River Rail has never been more necessary.

Anyone can see that Cross River Rail will more than double the capacity across the river and will allow for the expansion of our rail network. For my electorate of Jordan, this will mean not only higher frequency services—like a train from Springfield Central station every five minutes—but so much more. The additional capacity will also allow us to expand our rail network further into the key growth areas like Ripley and Flagstone. The extension of the current Springfield rail line through to Ripley and looping back to Ipswich will relieve the pressure currently being felt at the terminus at Springfield Central station. The Salisbury to Beaudesert passenger line—with stations at Flagstone Central, New Beith and Greenbank—is absolutely vital if we see the greater Flagstone region as a priority growth area.

Clearly, the federal government does not care about the outer metropolitan areas that are desperately seeking relief through public transport provision. Instead, Scott Morrison has decided in his infinite wisdom that \$300 million for the Brisbane Metro—a busway extension with some bendy buses, lauded by his LNP mate, Mayor Graham Quirk of Brisbane—is much more important. A project that two years later still does not even have a reference design for the bus is laughable, as exposed by council's deputy opposition leader, Councillor Jared Cassidy, in the *Sunday Mail* this week.

Federal Labor, on the other hand, have come to the show, pledging a commitment of \$2.24 billion to help fund Cross River Rail, because they know the importance of this project for the outer metropolitan growth seats like Jordan. The savings that our government can make with that support—including over \$800 million in construction costs alone—could be well utilised for critical road projects. I can think of a few in my electorate—the Centenary Highway and the Mount Lindesay Highway. Again,

these are two highways that saw nothing, nada, from the federal government, except for a reannouncement of \$12.8 million for Mount Lindesay North Maclean works, which is not much compared to what the state Labor government has put in to date.

In fact, only in the last two weeks, the Palaszczuk government has announced an additional \$14 million for the Mount Lindesay Highway for South Maclean improvements. This funding has been made available through the Targeted Road Safety Program, where revenue raised from camera detected offences goes back into programs that make our roads safer through major infrastructure. Sadly, there was no such commitment or concerns from the federal government.

At the end of the night, I was left with a distinct feeling that those of us who live in the south-west growth corridors are the forgotten cousins. We are being punished for choosing to live out of the city centre. It left a bad taste in my mouth, and it was not from the burnt popcorn.